

Not a Bite of Breakfast Until You Drink Water

Says a glass of hot water and phosphate prevents illness and keeps us fit.

Just as coal, when it burns, leaves behind a certain amount of combustible material in the form of ashes, so the food and drink taken day after day leaves in the alimentary canal a certain amount of indigestible material, which if not completely eliminated from the system each day, becomes food for the millions of bacteria which infect the bowels. From this mass of left-over waste, toxins and ptomaine-like poisons are formed and sucked into the blood.

Men and women who can't get feeling right must begin to take inside baths. Before eating breakfast each morning drink a glass of real hot water with a teaspoonful of limestone phosphate in it to wash out of the thirty feet of bowels the previous day's accumulation of poisons and toxins and to keep the entire alimentary canal clean, pure and fresh.

Those who are subject to sick headache, colds, biliousness, constipation, others who wake up with bad taste, foul breath, backache, rheumatic stiffness, or have a sour, gassy stomach after meals, are urged to get a quarter pound of limestone phosphate from the drug store, and begin practicing internal sanitation. This will cost very little, but is sufficient to make anyone an enthusiast on the subject.—Advt.

RAIL SNARL HOLDS TRADE'S FATE HERE, TRAFFIC CHIEF SAYS

Transportation Situation "Is Worse Than Ever" Under U. S. Rule and Bad Weather.

Asked how Government control of the railroads had affected the receipt of goods by New York merchants, J. C. Lincoln, manager of the Traffic Bureau of the Merchants' Association of New York, to-day said:

"The question involves comparison of two situations which are as unlike that they cannot be compared. Throughout the entire period of Government control the weather conditions have been so much worse than they were before that it would be manifestly unjust to judge comparative results. The situation in New York is, of course, very bad. I have no statistics from which to determine whether it is worse than it was when the Government took control of the railroads, but it stands to reason that, with such weather as has prevailed, it should be much worse. It probably is, and it probably will be still worse before it is better.

"It is easy to criticize, but when we consider the vastly increasing Government traffic now to be handled, the necessity for organizing the new control in the shortest possible time, the shortage of labor and the inferior quality of it, both in the skilled and unskilled fields, as a result of trained railroad workers going to other occupations, we see the injustice of comparing present and past situations.

"The accumulation of freight, because ships cannot be had to move it along, is another cause of trouble to our merchants. Also the shortage of fuel, caused largely, if not entirely, by the coming of winter thirty days ahead of time, has worked a hardship to our merchants.

"We must also consider the fact that perhaps 25 per cent. of the motive power of the railroads has been crippled since the cold weather set in. Reports as to tonnage hauled by the railroads in the last two months have not yet reached me, but it is fair to presume that, with the vastly increased Government tonnage and the greatly decreased motive power the commercial situation has not improved. Nor is it likely to in the immediate future.

"We are paying for our past sins of omission," Mr. Lincoln continued. "We have dilly-dallied for years with the question of improving the transportation facilities of New York City. They are no better now than they were twenty-five years ago. That is what is hurting us most right now. We haven't been constructive enough. About all we can do now is to coordinate what we have of facilities. I can see no chance of enlarging them very soon. Nothing that I know of is going on to increase them beyond the coordination of what we have.

"It would have helped this city wonderfully if the New York Central improvement had been put through, but it has not; and failure in that and other similar directions is driving commerce away from us."

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WALL STREET GOSSIP

WALL STREET GOSSIP. Maxwell Motor Co.—Regular quarterly dividend of 1 1/2 per cent. on first preferred stock payable in scrip to be dated April 1 and due April 1, 1920, with interest at 6 per cent. per annum in stock of record March 15.

Wayland Oil and Gas Co.—Regular quarterly dividend of 2 per cent. on common stock payable March 11 to stock of record March 1.

South Porto Rico Sugar Co.—Regular quarterly dividends of 2 per cent. on preferred and 5 per cent. on common stock, both payable April 1 to stock of record March 15.

Western Union Telegraph Co.—Twelve months' gross earnings increased \$5,755,371. Net operating income, \$18,124,916; increase, \$1,083,265.

Texas and Pacific Ry.—Twelve months' gross earnings increased \$1,855,239. Net after tax, \$8,074,887; increase, \$244,799.

Distillers' Security Co.—Regular quarterly dividend of 1/4 per cent. and an extra dividend of 1 1/2 per cent. payable April 1 to stock of record April 1.

Dominion Steel Co.—Regular quarterly dividend of 1 1/2 per cent. on common stock of record March 1.

Union Tank Line Company, dividend of \$2.50 a share, payable March 25 to stock of record March 1. This is same amount as six months ago.

Union Pacific Railroad declared a quarterly dividend of 2 1/2 per cent. on common stock, putting stock on a 10 per cent. annual basis. Also regular quarterly dividend of 2 per cent. on preferred stock of record March 2.

Quincy Mining Company, quarterly dividend of \$2.50 a share, payable March 25 to stock of record March 1.

American International Corporation—Quarterly dividend of 50 cents a share on the preferred and common stock, payable March 30 to stock of record March 1.

Union Pacific—December gross earnings increased \$1,857,541. Net after tax, increased \$136,907; twelve months' gross earnings increased \$18,639,257; net after tax, \$4,294,586; increase, \$2,115,084.

Southern Pacific—December gross earnings increased \$1,931,641; net after tax, increased \$497,820; twelve months' gross earnings increased \$20,444,066; net after tax, \$4,294,722; increase, \$1,838,314.

CLOSING STOCK QUOTATIONS. With the changes from operations.

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